

# 2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

**CMS requirements:** Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [TIPRPEC@psrc.org](mailto:TIPRPEC@psrc.org). Please name the file "(Agency): (Project title)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or [lbarris@psrc.org](mailto:lbarris@psrc.org). All applications must be submitted by **May 1, 2006**.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

## PROJECT DESCRIPTION INFORMATION

1	<b>Project title:</b> S. 228 <sup>th</sup> St. Burlington Northern Santa Fe (BNSF) Grade Separation For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	<b>Destination 2030 ID#:</b> 3643 In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a> . For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or <a href="mailto:kfujisawa@psrc.org">kfujisawa@psrc.org</a> .

3	<p>a. <b>Sponsoring agency:</b> City of Kent</p> <p>b. Co-sponsor(s) if applicable: WSDOT Local Programs</p> <p><b>Important:</b> For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p><b>Project contact person:</b> Mark Madfai</p> <p>Address: 220 4<sup>th</sup> Ave. South Kent WA. 98032-5895</p> <p>Phone: 253-856-5521</p> <p>Fax: 253-856-6500</p> <p>E-Mail: mmadfai@ci.kent.wa.us</p>
5	<p><b>Project description.</b> Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>S. 228th St. and the BNSF railroad tracks currently intersect "at grade". Over 50 trains pass S. 228th Street daily and block traffic for over 2 hours. Rail traffic includes freight, Amtrak, and Sound Transit commuter rail. The number of trains using the BNSF tracks has increased annually over the past decade and is projected to increase significantly in the foreseeable future. The S. 228th St. BNSF Grade Separation Project will reconstruct the road to pass under BNSF's mainline tracks and a siding track, thus eliminating traffic delays and providing a safe and seamless corridor for rail, freight haulers, and commuters. The new roadway will be 4-lanes wide with a center left-turn lane at each end of the project, also included are sidewalks, storm drainage improvements, and illumination.</p> <p>This project begins Phase II of the City's 228th Street corridor project. Phase I extends S. 228th Street westerly from the valley to I-5 and along with Phase II, will facilitate the movement of freight to/from the 40-million square feet of warehouse/industrial space in Kent to the Ports of Seattle and Tacoma and other destinations. Phase I is under construction and the \$30-million project is scheduled for completion in September 2006. After Phase I is complete, increased traffic volumes are expected on S. 228th Street, increasing delays at the railroad tracks.</p>
6	<p><b>Project location:</b> S. 228<sup>th</sup> St. at the BNSF railroad tracks - please see attached Vicinity Map</p> <p>a. County(ies) in which project is located: King</p> <p><b>Answer the following questions if applicable:</b></p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 2nd Avenue North (Approximately 500 feet west of the BNSF railroad tracks)</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 83<sup>rd</sup> Avenue South (Approximately 500 feet east of the BNSF railroad tracks)</p>
7	<p><b>Map:</b> 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p><b>Note:</b> If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

8	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b><u>Important:</u></b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Projects not on a roadway and using CMAQ or other funds</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>
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**Rural Functional Classifications**  
**"Under 5,000 population"**

(Outside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **01** Principal Arterial - Interstate
- ☐ **02** Principal Arterial
- ☐ **06** Minor Arterial
- ☐ **07** Major Collector
- ☐ **08** Minor Collector
- ☐ **09** Local Access
- ☐ **21** Proposed Principal Arterial – Interstate
- ☐ **22** Proposed Principal Arterial
- ☐ **26** Proposed Minor Arterial
- ☐ **27** Proposed Major Collector
- ☐ **28** Proposed Minor Collector
- ☐ **29** Proposed Local Access

**Urban Functional Classifications**  
**"Over 5,000 population"**

(Inside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **11** Principal Arterial – Interstate
- ☐ **12** Principal Arterial – Expressway
- ☐ **14** Principal Arterial
- ☒ **16** Minor Arterial
- ☐ **17** Collector
- ☐ **19** Local Access
- ☐ **31** Proposed Principal Arterial – Interstate
- ☐ **32** Proposed Principal Arterial – Expressway
- ☐ **34** Proposed Principal Arterial
- ☐ **36** Proposed Minor Arterial
- ☐ **37** Proposed Collector
- ☐ **39** Proposed Local Access

## PLAN CONSISTENCY INFORMATION

**Note:** Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or [rpiro@psrc.org](mailto:rpiro@psrc.org). For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org).

**9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)**

**Note:** The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at [www.psrc.org/projects/planreview/ppr\\_status.htm](http://www.psrc.org/projects/planreview/ppr_status.htm). To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or [infoctr@psrc.org](mailto:infoctr@psrc.org).

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 10/11/05

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- ☐ The project is located outside the designated urban growth area.  
 (Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- X The project is located within the designated urban growth area.
- X The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rqc.htm> for more information.)

Kent Regional manufacturing/ Industrial Center

c. Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:  
The City of Kent Comprehensive Plan, Transportation Section, P. 9-33

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

## REGIONAL PROJECT EVALUATION

**Important:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

### Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

## Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☐ Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☒ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☐ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

**Note:** Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org). Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or [jraker@psrc.org](mailto:jraker@psrc.org).

### A. Designated Urban Centers (50 Points)

**Instructions:** Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice<sup>1</sup> and/or areas experiencing high levels of unemployment or chronic underemployment)?

<sup>1</sup> The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic



- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

## **B. Manufacturing/Industrial Centers (50 Points)**

**Instructions:** Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

### **12. Please explain how your project addresses the following:**

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice<sup>2</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

S. 228th Street lies in the heart of the Green River valley manufacturing/industrial center. There are over 40-million square feet of warehouse/industrial buildings that house 1,800 businesses, employing over 50,000 people. This concentration makes this area the 2nd largest industrial area on the west coast, generating \$8-billion in taxable revenue and \$2.8-billion of payroll.

The BNSF tracks bisect the valley, halting the movement of goods and people for well over 2 hours each day. The valley transportation system is already strained due to a lack of roadway capacity. Adding the barrier caused by rail traffic worsens these conditions and amplifies overall delay. Cross valley traffic grinds to a halt when the crossing gates are down.

The S. 228th Street/BNSF project help to unlock congestion in the valley by providing an alternative route for freight haulers, commuters, transit riders, and non-motorized users. The S. 228th Street Phase I project will bring increased traffic volumes to the BNSF crossing beginning in late 2006. The benefit of this new connection to I-5 will not be realized until rail conflicts are removed. The BNSF railroad grade separation would create a safe and seamless route for transportation system users throughout the valley.

The City of Kent's Manufacturing and Industrial center contains businesses that fit into 4 of the 5 targeted industry clusters. These clusters are Logistics and International Trade, Information Technology, Alternative Energy, and Aerospace. The attached sheet title, "Kent's top employers" shows the variety of businesses that operate in Kent. These employers are all located within 3 miles of the project and would benefit from the project either through direct use or reduced congestion on neighboring arterials as a result of the project.

The valley provides a mix of high-tech, high wage jobs filled by a highly educated work force and "family wage" jobs that are filled by employees with a high school degree, or GED. This mix of employment provides opportunities for everyone in the community, and surrounding communities as well. Kent is a net importer of jobs, providing neighboring "bedroom" communities with employment centers for their citizens.

### C. Connecting Corridors (50 Points)

**Instructions:** Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12 or 13.

**13. Please explain how your project addresses the following:**

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice<sup>3</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

## PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

### D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

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<sup>3</sup> see footnote above

**14. Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

**14A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Already completed a. Final FHWA or FTA approval of environmental documents including:

Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Already completed b. True Cost Estimate for Right of Way.

Already completed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Already completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**14B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

Right of way certification will be completed once the final parcel has been acquired. The City is currently negotiating with X parcels, and has already purchased required right of way on X parcels. We estimate that the remaining parcels will be acquired in the next X months.

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**15. Financial plan:** Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

**Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.



**Table A: Funding Requested from Regional Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	12/1/06	STP	\$5,000,000
			\$
			\$
<b>Totals:</b>			<b>\$5,000,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
PS&E/Const.	08/01/05	FHWA	\$2,150,000
Right-of-Way	05/01/05	Local	\$670,000
Construction	07/01/05	FMSIB	\$3,250,000
Construction	07/01/06	Local	\$1,830,000
Construction	07/01/06	Port of Seattle	\$840,000
<b>TOTAL:</b>			<b>\$8,740,000</b>

\*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

**Table C: Needed future funding (unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Construction	11/30/06	TIB	\$5,000,000
Construction	07/01/07	BNSF	\$ 930,000
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$5,930,000</b>

\*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

**Table D: Total Project Cost** (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$1,400,000	Preliminary Engineering/Design:	2/15/07
Right of Way:	\$670,000	Right of Way:	6/30/06
Construction:	\$16,300,000	Construction:	12/15/07
Other (Specify) Construction Engineering:	\$1,300,000	Other (specify) Construction:	12/15/07
<b>Total Project Cost:</b>	<b>\$19,670,000</b>	<b>Estimated date of completion (i.e. open for use)</b>	<b>12/31/07</b>

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

Preliminary engineering/design and ROW would be fully completed. The first phase of construction (CN), the utility relocation and underground structural improvements would be fully completed as well. Project completion would require additional state monies.

**F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

**E. Air Quality (20 Points STP, 40 Points CMAQ)**

**16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period.** Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

This project is anticipated to be completed by 2008 and by improving traffic flow will substantially reduce exhaust from idling diesel trucks, buses, and automobiles. Approximately 13,000 vpd cross the BNSF tracks at S. 228th Street. Trucks and buses account for an average daily traffic of roughly 1,500 vpd. These numbers are anticipated to increase when Phase I of the 228th corridor is open to traffic beginning this fall. This new connection will connect I-5 and SR 167, providing an alternative to S. 212th Street and Willis Street, two of Kent's most congested roadways. Currently the crossing gates at this street/railroad intersection block vehicle traffic for over 2 hours each day. This amount of idling relates to a significant amount of vehicle emissions, the volume of which has not been specifically modeled because CFR 93.126 recognizes the benefits of railroad grade separation projects and exempts them from air quality analyses.

This project will help to relieve congestion on other east-west corridors in Kent as traffic migrates to the newly completed S. 228th Street corridor. This reduced congestion on neighboring routes will further reduce emissions at railroad crossings and intersections.

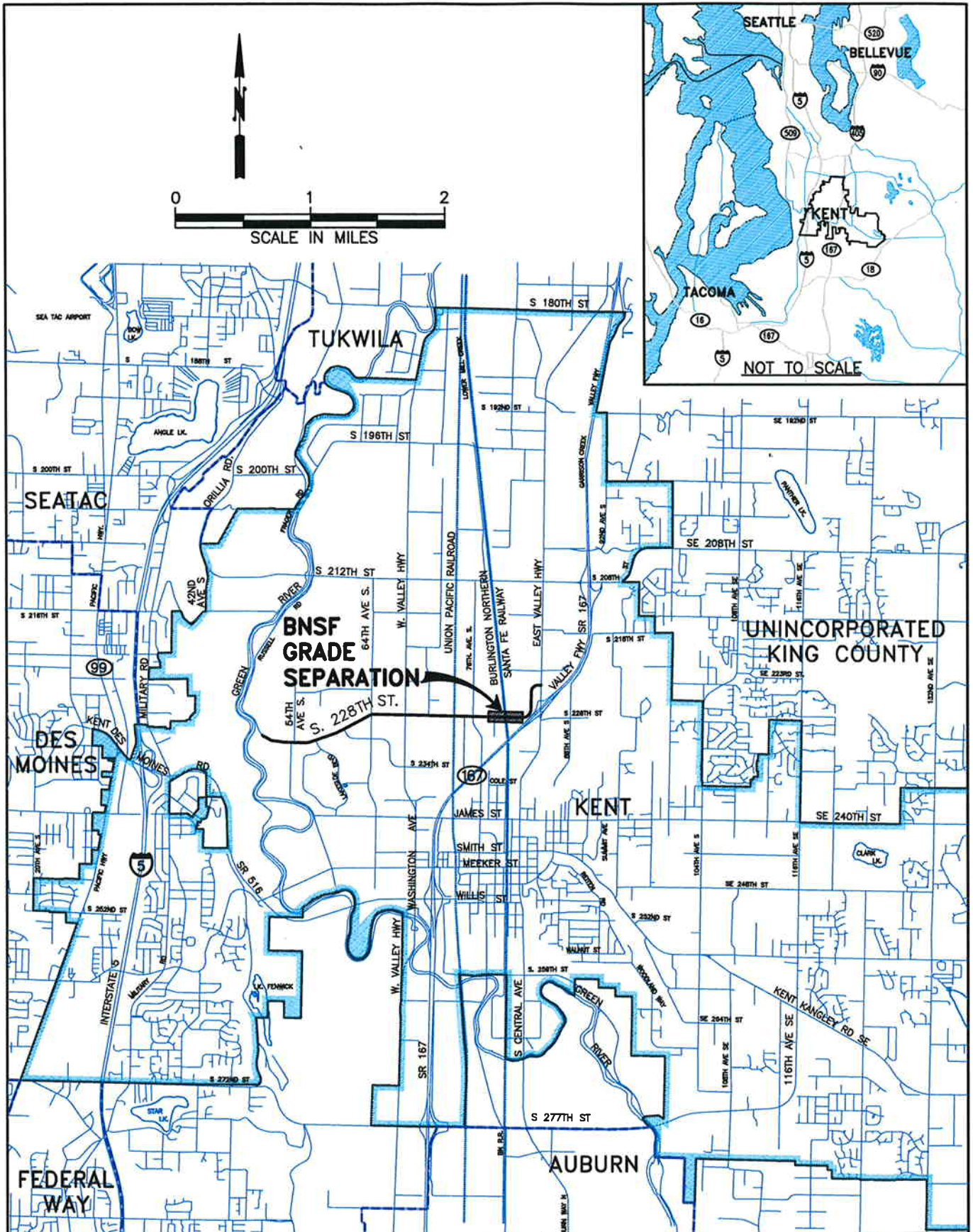
King County METRO and Sound Transit do not carry significant commuter traffic on S. 228th Street. However, with the completion of S. 228th Street Phase I, there will be a major new route available to both agencies linking Park and

Ride facilities with major employment centers. It is anticipated that METRO would utilize S. 228th Street to provide bus service to residential areas that have developed along the corridor in anticipation of Phase I. The S. 228th Street corridor project would complete the sidewalk network along the corridor, providing a major alternative for non-motorized and transit users. The air quality benefits of transit and non-motorized use have not been quantified for the project, but can be expected to provide improved air quality and reduced overall emissions.

Traffic signals along S. 228th Street will be connected to Kent's vehicle management system (VMS) and will be coordinated to reduce congestion and optimize traffic flow for all users. This has the potential to further reduce emissions and improve air quality.

## **F. Other Considerations (No Points)**

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.



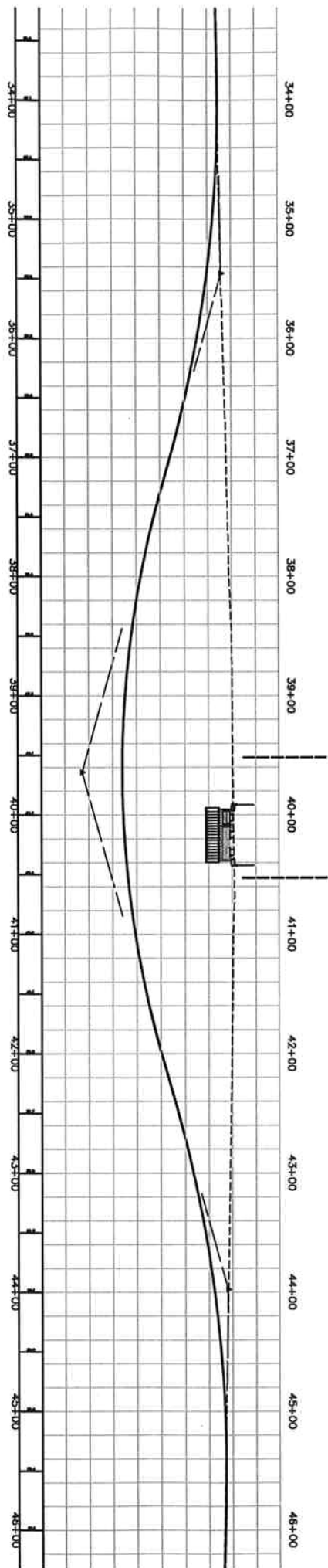
ENGINEERING DEPARTMENT  
**CITY OF KENT**

DRAWN          RW          SCALE          SHOWN           
APPROVED          DATE         

VICINITY MAP

SHEET







## City of Kent, Washington



## Kent's top employers

Name	Empl.	SIC	Branch?	Line Of Business
The Boeing Company	5,300	3721	Branch	Space research
Kent School District	3,165		HQ	School district
City Of Kent	802		HQ	City government
R.E.I.	689	5941	HQ	Outdoor equipment
Sysco Food Services Of Seattle Inc	680	5140	Branch	Food service distributor
Mikron Industries	600	2821	HQ	Mfg vinyl extrusions
King County Regional Justice Center	630	9000	Branch	Courthouse-detention facility
Alaska Distributors (Coming in 2006)	500		HQ	Beverage distribution
Oberto Sausage Company	447	2013	HQ	Spec meat sales/mfg
Patient Accounting Service Center Llc	439	7389	HQ	Process medical accounts
Food Services Of America	361	5149	Branch	Food warehouse
Starbucks Coffee Company #087	350	2095	Branch	Coffee roasting/pkg
The Office Depot #1078	341	5044	Branch	Distrib office supplies
Boeing Employees Credit Union	300		HQ	Credit union
Dreyer's Grand Ice Cream	300	5143	Branch	Dist frozen foods
Exotic Metals Forming Co	294	3728	HQ	Mfg aircraft parts
Flow International Corporation	290	3339	HQ	Manufacture waterjet cutting sys
Hexcel Corporation Plant 1	284		HQ	Mfg aircraft composites parts

### Economic Development

City of Kent, 220 Fourth Ave S, Kent, WA 98032

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# BNSF Corridor

